

FLYING ACES

Issue # 67

Club News



THE BAD GUYS

MENACING COVER STORY

See that jaunty character on the cover? Did you think he was a refugee from the old Philadelphia Skull Squadron of original PAC days? Did you think this was a previously unknown WW II USAAF fighter squadron insignia, unearthed on a wreck in New Guinea? Or another figment of Ed & Sid's frantic imaginations? Well, you're wrong, skysters! That evil-looking character is the product of genuinely evil minds. That evil-looking character is the mascot of the Bad Guy Squadron, the sneaky, swinish, crime-loving dastards (note the "d") who stole our tattered battle rag. With this insolent cover they have made bold to send a note in a squiggly scrawl. Here it is:

"Attention Attention-

Now listen to us you good guys- Face your enemy you say- Ha Ha say we three - You can't fight an unseen enemy - and invisable (sic) we shall remain - Threats of expulsion are the only weapon available to you - While we have the power to destroy your airdrome on land and in the air.

Already we are plan (sic) our spring offensive - Bombs and machine guns are being prepared for our bold daylight raids.

BEWARE - Our operation is growing and soon we shall move our operation to the Big City, NYC.

The enclosed cover is the fighting banner of the Flying Aces Bad Guys Squadron. When you see this banner again, it will be trouble for your side.

From your

Bad Guy Squadron."

Wow. This must be the worst thing to happen in the PAC since Our Mag shut down in '45! Imagine if Clint Randall were around to read that! All the ideas and high goals of the Club, dragged in the barnyard by these rapscaillon wretches. Threats of dire deeds to GHQ.

Well, fortunately this letter was delivered by UCLA Sam's mail, just like your fresh, crisp issue of the News, and that had a postmark on it from Pocono, Pennsylvania. Now we at GHQ know the "Popos" are a famous sissy resort area, and we are already warming up our Avia motors, cutting in the Skoda mufflers, and are checking out the terrain in the Poconos for evidence of underground tunnels and hangars. (Surely these people would never daft show their heads in Hung's clean sunlight!) Soon our best and keenest-eyed agents will be skirting the area on silent wings. Just think, you demons of Hungorilla; Philip Strange, Kerry Keen, and Dick Knight are right now getting set to find you and bring you in. And of they don't get you, then we have Tug Hardwick, Coffin Kirk, Eric Trent, and Battling Grogan! You evildoers are thwarted from the start. No wrong can you do in the skies, even if Nikolai Borzec is sidling over to your hangar!

Surely you will not sully the skies over Pinkham Field, in open combat. People like you flagstealers like the method of a silent dagger in the back in a darkened Oriental alley, not a clean fight in the open air. People like this can only align thugs, not decalage and ring and bead sights.



NEWS ON THE WING!

World War II Combat

Yes, our Flyer filler-outer must have defected to that crew in the Pocos. Before he hurriedly left, his last misdeed was to forget that the DC Maxecuters have their perpetual Challenge Trophy up here and mean to do battle over it at our Spring Meet. Remember, Joe Whiting; if you want to have it another year you'll have to fight for it. Not much to worry about from that Pocono Pansy outfit, but the DC Maxecuters will be in there battling, as will be some of the experts from GHQ and environs. So don't forget to bring your best WW II ships, skysters. There's an event for them.

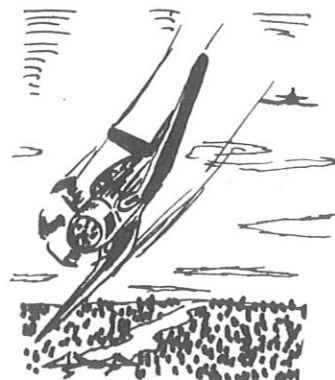
And speaking of combat, it looks like there's to be a real BASH at the Johnsville NAS this summer! Bill Kalb sent GHQ a nice long letter and the contest flier. The date is to be 14 and 15 July, and they are throwing a whole passel of events, all right up our runway. Just take a gander over: Peanut Scale (AMA rules.....Booooo!), AMA power scale, FAC Scale, FAC WW I Scale, FAC WW II Scale, FAC Jumbo Scale, Thompson Trophy and Shell Speed Dash, and Embryo Endurance! If any of you have a hangarful of ships (and what FAC doesn't?!), here is your chance to dust them off and get them back into the ozone for some of the stirring battles you built them for!

The GHQ gang are ready to go. Are you?

Bill also says his outfit, the SOTS (That's for Scale Old Timers Society), is angling to have the second FAC Nationals back at Johnsville. While the locational is central, we also know some of the westerners are hoping to hold them at Wright Pat in Dayton. GHQ will wash its hands of this one, gang! Right now we're too busy with those Pocono poopers to think about the next FAC Nats. One air battle at a time is our motto, but all this feverish FAC activity is what we like to hear about. It can really inspire us, as we work away at our benches, grinding the ships out, all to keep 'em flying for the FAC.

If you need more gen, why not write to Bill? His address is: Bill Kalb, 220 Oak Hill Drive, Hatboro, Pennsylvania, 19040.

A historical note, rib-slicers: Johnsville NAS was originally Brewster Field, home of those terrors of the skies, the Jap-Slapping F2A and SB2A....and of the F4A, the Brewster-built Corsairs. GHQ believes the latter were the only planes in which there was actual evidence of sabotage during WW II. Neat company. Great unions.

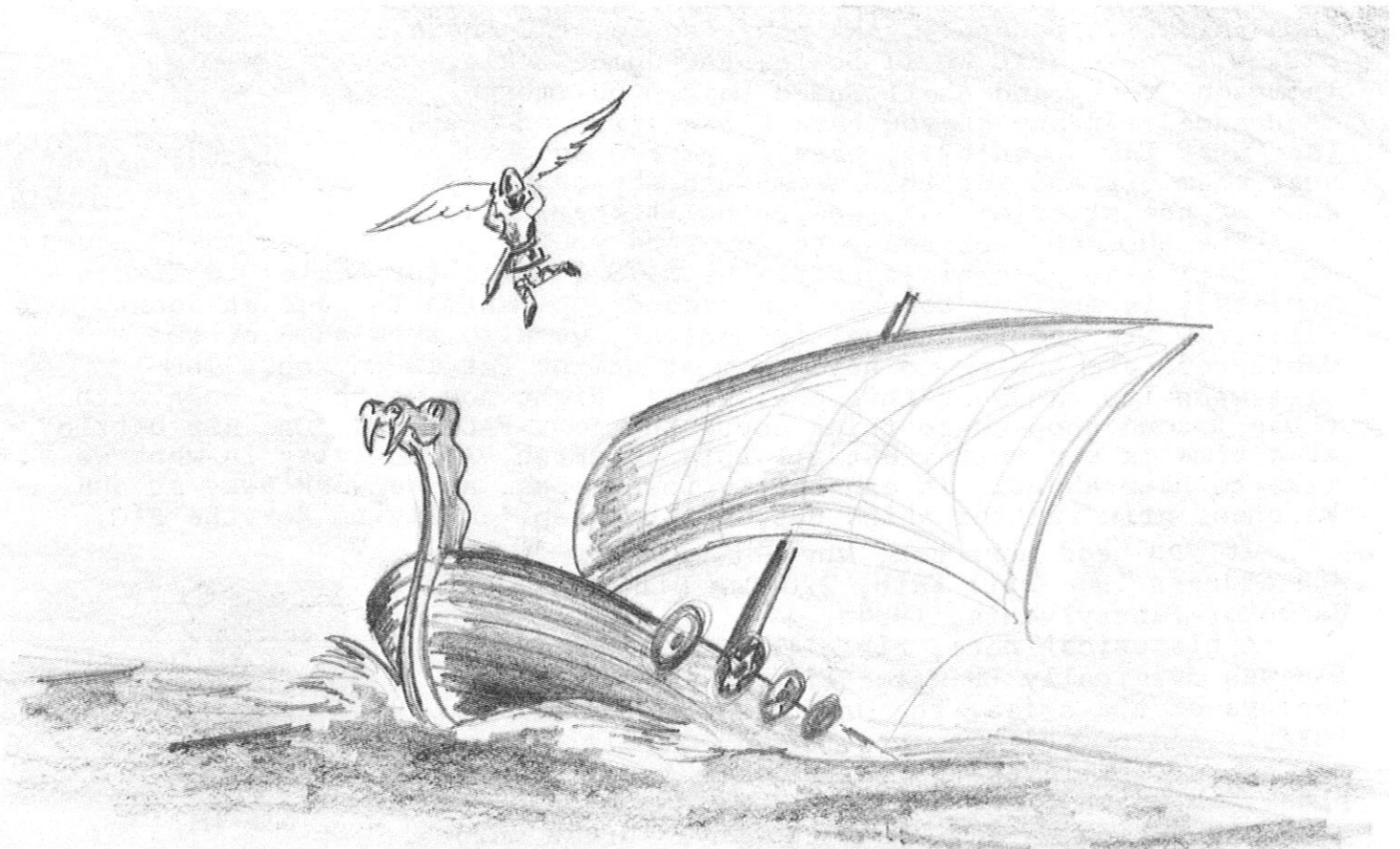


AN HYSTERICAL HYSTORY
by Major Frank Scott.

Very little has heretofore been revealed concerning post-Revolutionary War aviation in America. The singular success of an obscure baker is even more remarkable when it is remembered that the achievements of Elias Phlowr were the first to surpass the more well-publicized flight of the viking, Olaf, the Oaf, who, after fitting his helmet with a new chin strap and Albatross wings, clumsily launched himself from the mast of his dragon ship, and was carried aloft, screaming, by a passing thermal. He was never seen again, but is remembered to this day as the inventor of the flying helmet.

Elias, as is well documented, was the son of two of Arkham, Massachusetts better known citizens; these being the town baker, Zachariah Phlowr, and Merry Humpwell, the town pump.

Upon reaching his majority, young Elias left his father's shop in Arkham in order to establish a bakery of his own in near-by Prangton. Like many communities of the era, Prangton was founded by a Revolutionary War veteran; in this case being one Captain DeBris, though curiously, it has never been established just which side DeBris was on. In any event, young Elias was considered by his peers to be a bit strange; given, as he was, to cloud and bird watching from his shop door, although he had a



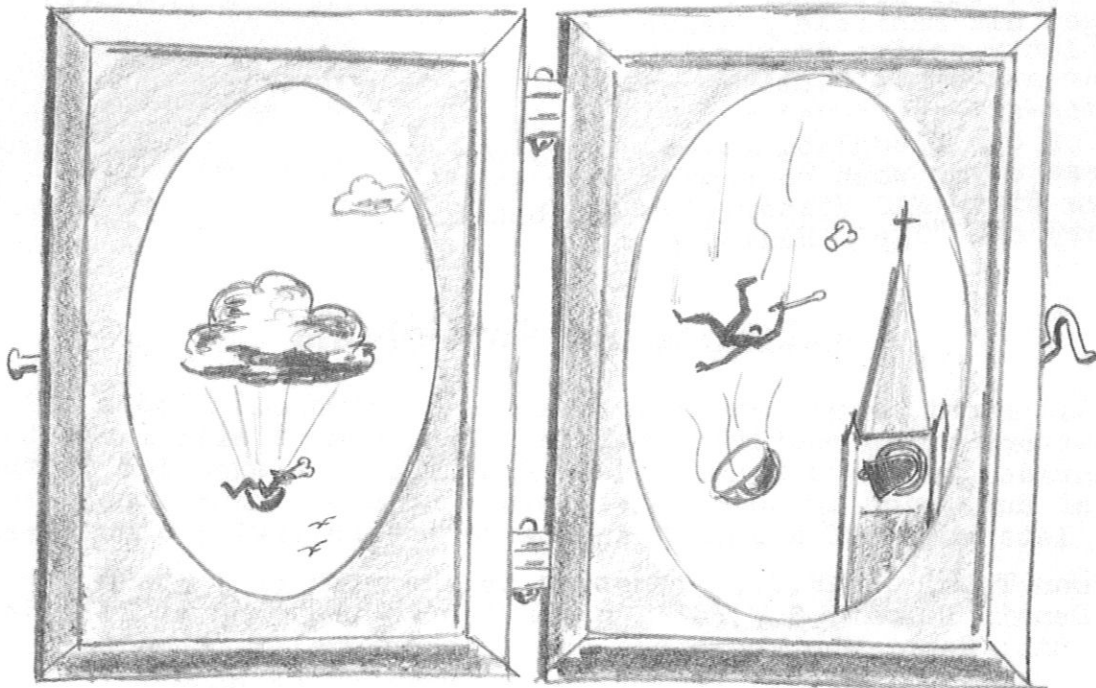
LAST FLIGHT OF OLAF THE OAF

firm knowledge of his trade

Undoubtedly, any mental aberations could be traced to his mother's side, for it was known that Merry Humpwell's I.Q. was exceeded considerably by her ample bust measurement. Still Elias, as so many have, longed to fly, and it did not escape his notice that leaveningbread dough frequently assumes shapes not unlike cumulus clouds while it is rising. Well then, if fortune could smile upon two bicycle mechanics a mere hundred or so years later, then why not also upon an humble, but aspiring baker?

With assistance from Zoltan Rhinerose, the local brewmeister, Elias was able to obtain a large keg of especially violent acting yeast. One quiet sunday morning, and working outside, he mixed this special yeast into a large batch of light bread dough. The mixture, warming in the sun, seathed, grew, raised, and --yes, started to rise into the air! Elias quickly secured his largest mixing bowl beneath the struggling, rising, doughy mass and climbed aboard. Brewmeister Rhinerose started to shout encouragement, but the doughty aeronaut silenced him, warning him not to disturb the working, rising dough with undue noise.

Though he rose to the occasion, Elias never flew again; for, as he was drifting high above the Prangton tannery, a clanging church bell began to toll, causing the dough, and Elias to fall. That sunday, of course, was Yeaster!



Epilogue: Though Elias has dissappeared from history, except for a brief footnote in the "Compendium of American Bakers", Vol. IX, Meix and Needmore, mention in which, is made of his family's famed, though unfortunately lost, recipe for creosote turnovers.

Down memory's runway

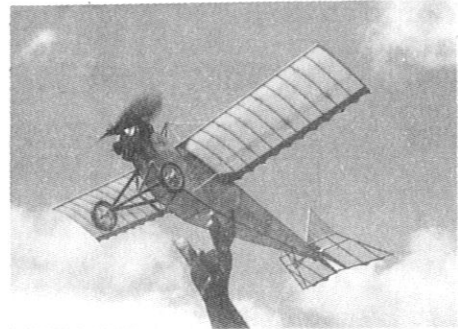
Pg.6.



Too late for the era of knickers and caps made from dad's felt hat, but a greasy kid just the same, is "Never-Ready" Eddie Novak. Yep, bamboo benders, Ed has been an FAC contest goer of long standing, having first done battle over the original Pinkham Field in the Guillow Albatros shown on the right side. Lt. Novak was a bit older in the shot at the left above, taken at the second Pinkham Field on Orange Avenue, Milford.

Later on Ed became President of the well known Glastonbury Modelers and Contest Director of all the outdoor flings thrown by that Club. The pic on the right shows the type crates Ed likes best. Yep, those real old kites of pre World War One days get his manifold pressure up. Ed is also plenty active in the local SAM 7 chapter and other Oldtimer movements.

Yes-sir-ee, skysters, G.H.Q. is proud of our fledgling flyer. And, one of these days, when he scores that ever elusive fifth FAC Victory, we can boast our very own "Cap'n Eddie"!



Citations and Promotions

All right, men! Got your brass all polished? Boots shined? Decorations on correctly? Fall in, then, and we will march to the parade ground to honor those of us who have excelled in the line of duty, and in some cases, over and above that line. Yep, gang, lets whip off a snappy salute to the following clubsters...

Lt. John Toth, C.F.F.S., promotion to the rank of captain.

Maj. Dennis Norman, C.F.F.S., promotion to the rank of Full Col.

Capt. Bill Henn, who knows all about Chambermaids (the lucky stiff) promotion to the rank of Major.

Capt. Lin Reichel, Erie Aerialist, promotion to the rank of Maj.



FLYING ACES MODEL LABORATORY

HELL DIVER * LIGHT NAVY BOMBER

Miller's Moderately Modified Miniature Megow Models are back on the tarmac, skysters. Lt. Bill Miller has come through with another reconditioned version of an early Megow mutant. With the subtle snip of scissors, and sweep of pen, Bill has brought this original Megow ten center into the realm of recognizable scale without losing any of the sweet aura of old. The ten cent kit of the late thirties and early fourties has probably spawned more airmen for our nation than any other unorganized, or unsanctioned movement. There are not many of us who can resist the call to build, every now and then, one of those early Burd, Megow, Comet, or Ace Whitman jobs.

AERIAL TRINKET TIME.

The Raven R.O.G.

King of the ozone! That is what the R.O.G. was, is, and ever will be. Where else can a modeler get such thermal hopping flights for such a small amount of effort? This little sky-buzzer was taken from the February, 1937 issue of Flying Aces magazine and was designed by that king-pin of the old mag, who must surely be known to many of you, Jesse Davidson. Where is Jesse now? Probably reading this issue just as you are, for Jesse Davidson is one of our staunch members. But, lets tune in on what the pages of the old mag had to say about this bird.

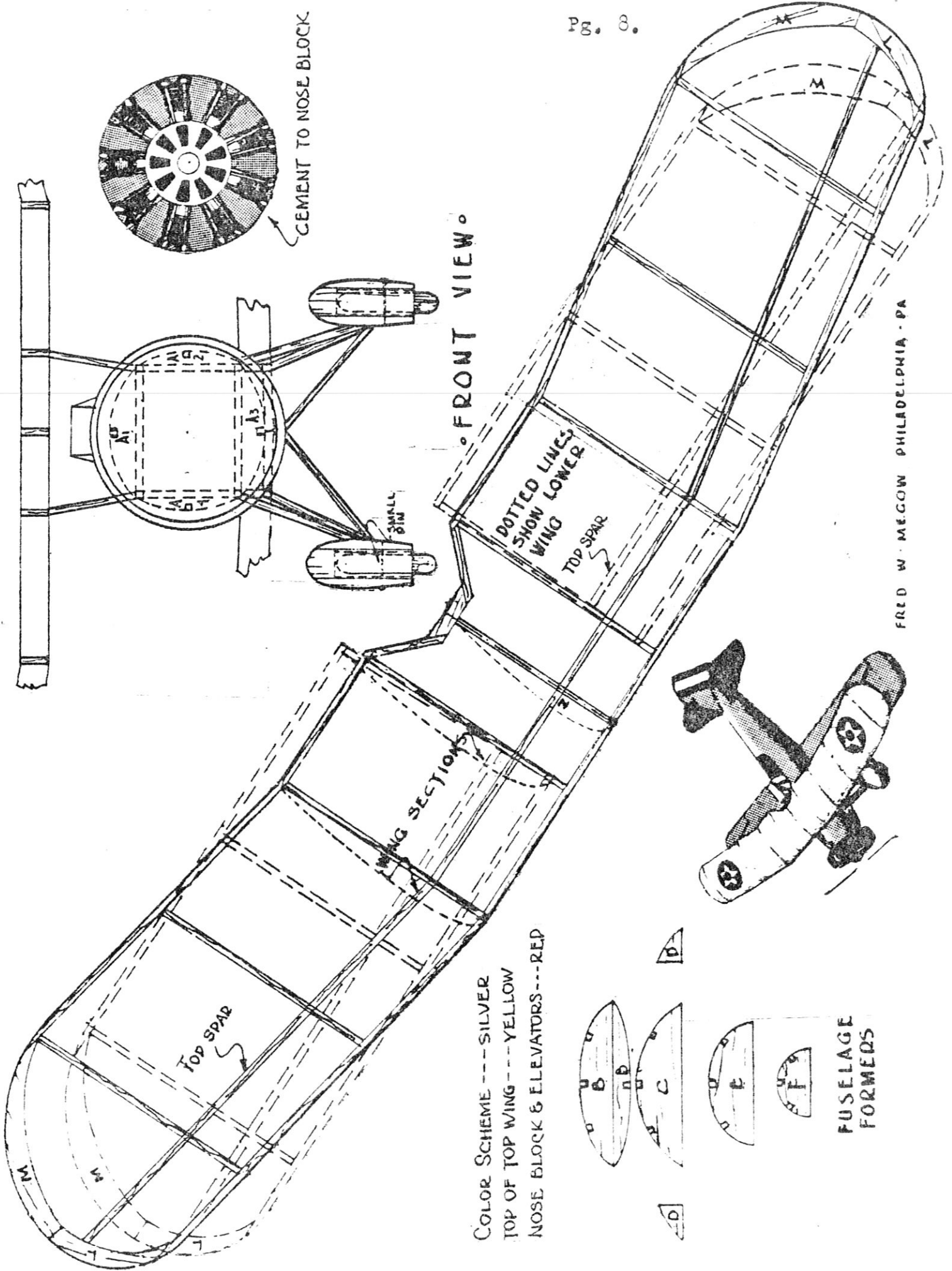
"Take it from us, lads, this Raven is a bird of a stick model. Once you've turned her out you'll surely crow about her--for she packs plenty of ROG pep. And, like all ravens, she's ravenous--ravenous for the air! Need more be said?"

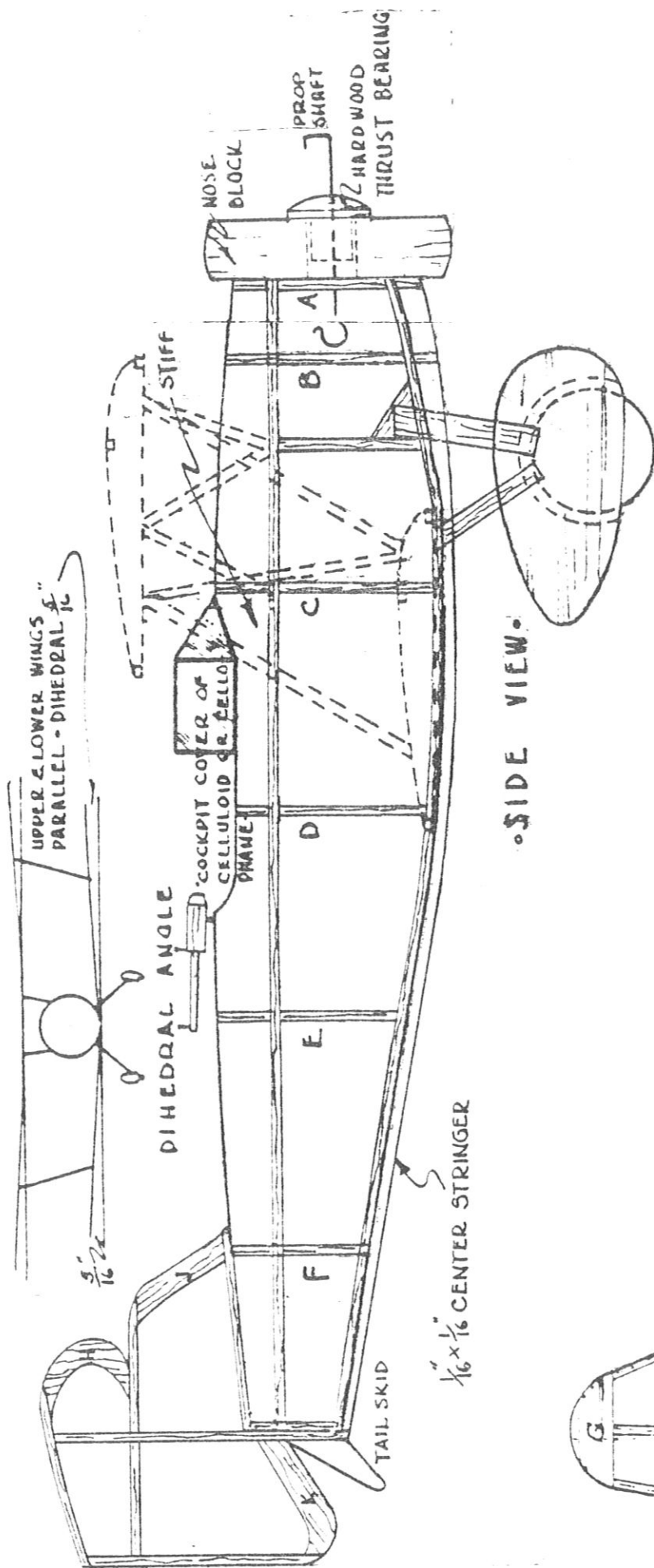
Well, sticksters, no more had to be said as far as FAC Colonel (ret'd) Paul Stott, and General (3-star) Stott were concerned. They up an built one apiece! And if you look up high enough on any calm week end at the local GHQ flying grounds you can spot their ebon outline against the blue.

So, take advantage of the full size drawings done by the retired colonel, who is not so retired after all, and snitch a bamboo fondue fork from the dining room on your way to the work shop. Sunny sky awaits you and your Raven!!

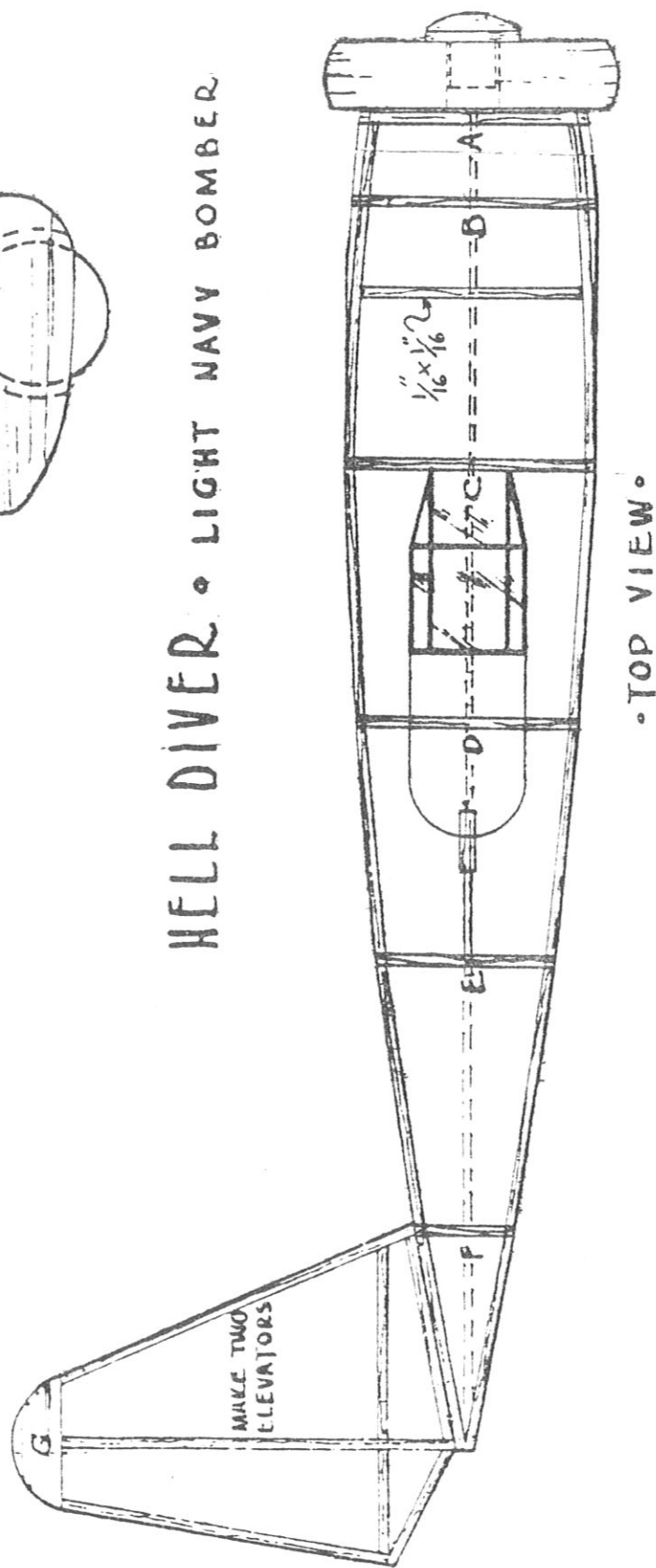
THREE VIEW SALOON

Belly up to the bar, boys. And out to the outhouse, for it is castor oil we are serving this issue! Yep, that is the lube used in the aero engines of old, and that is what we have for you to stick on the beezers of your Bleriot, Demoiselle, or other creaky old concoction of wood, wire, and rags. Louis Bleriot flew the channel with such an engine, and it is a good thing he went before he left, or World War II songwriters would have to change the lyrics of "White Cliffs of Dover" to something that might have embarrassed Gracie Fields!





HELL DIVER • LIGHT NAVY BOMBER

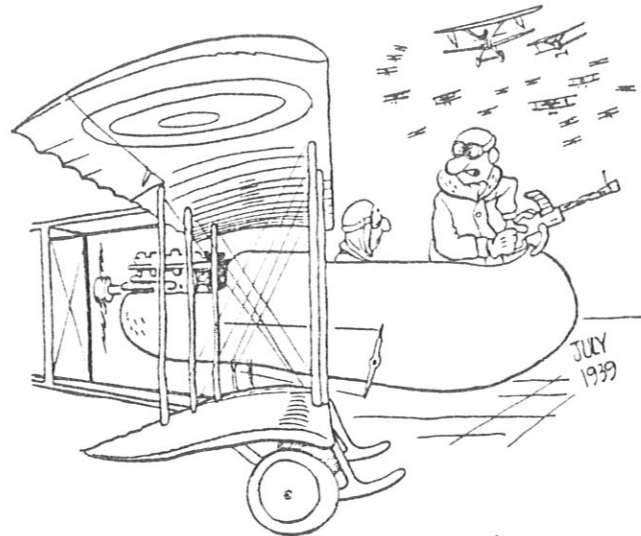


MILLER'S MODERATELY MODIFIED MINIATURE MEGOW MODELS.

WISCRACK-UPS



HERE'S ANOTHER ONE THAT STUPID GORILLA WILL GET THE BLAME FOR!



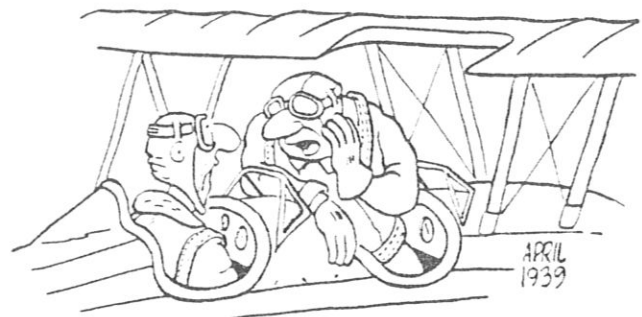
"YAS, I SAID LEAVE EM' ALL TO ME! IT'S ALL I NEED TO TIE RICKENBACKER'S RECORD"



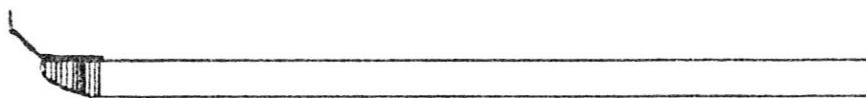
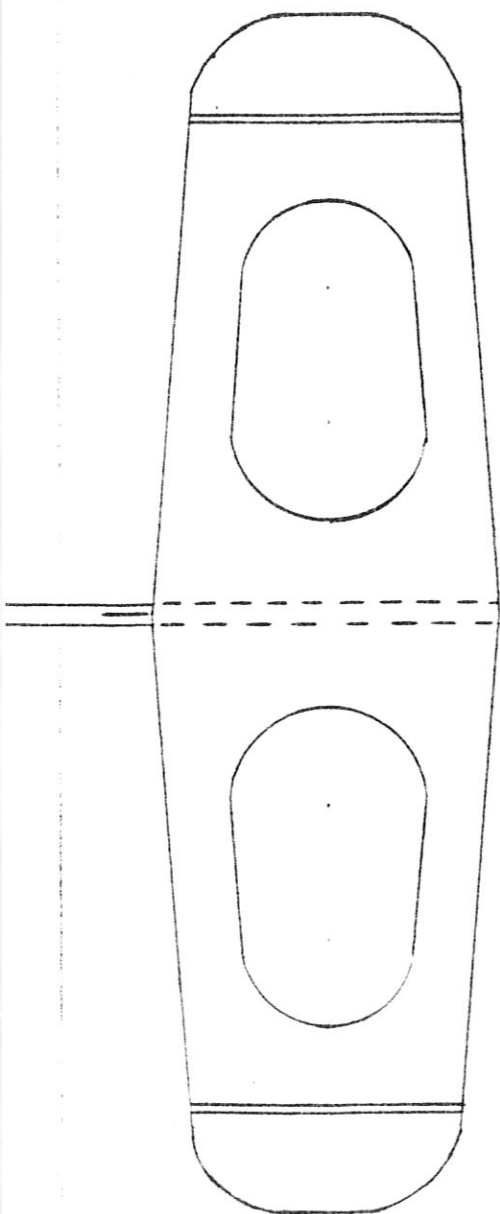
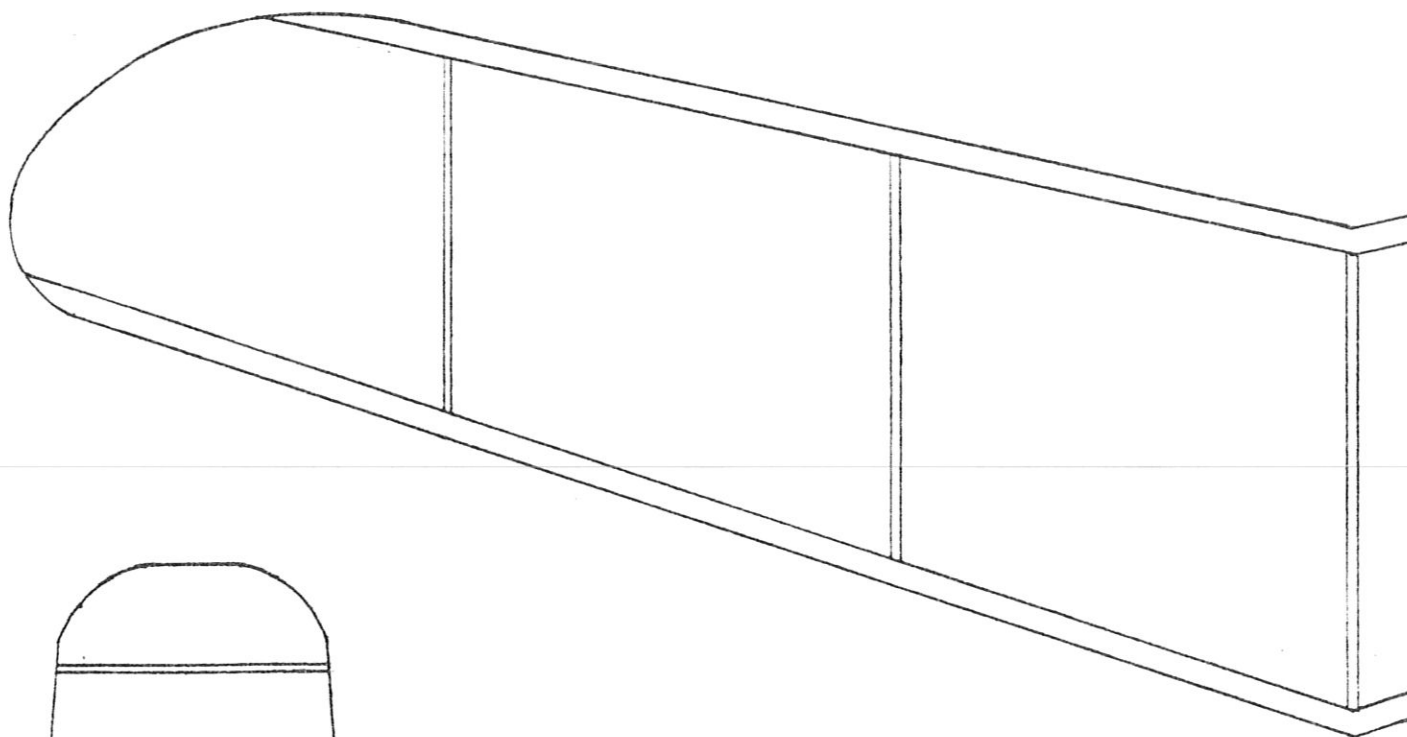
"NOT A BABY-I JUST FINISHED A P-NUT SCALE DH 1500!"

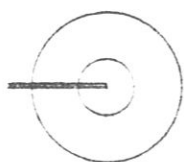
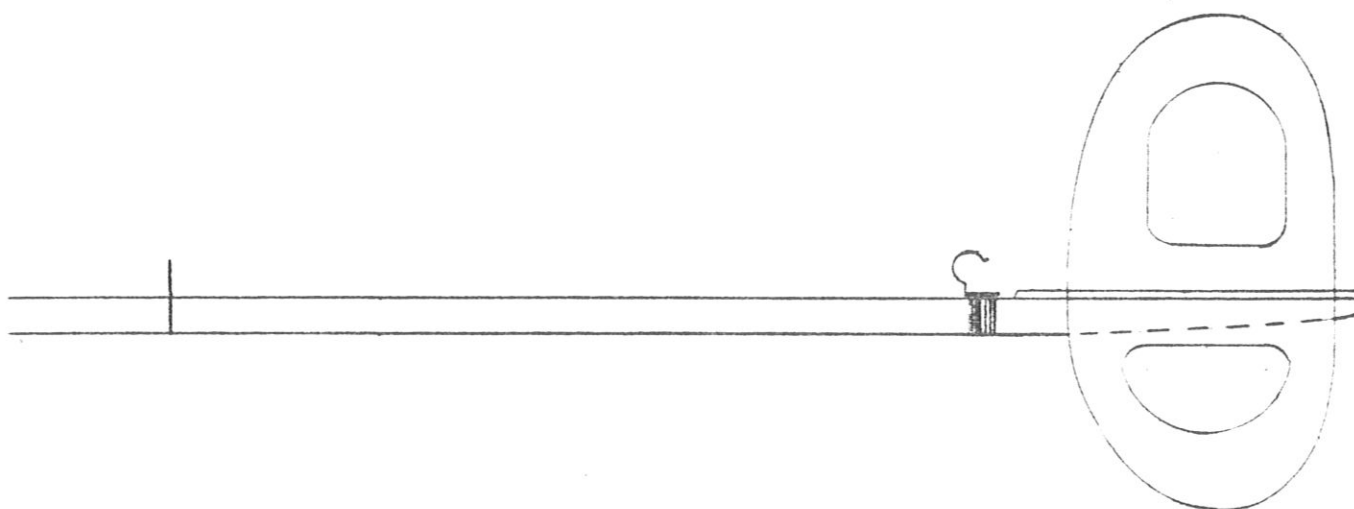
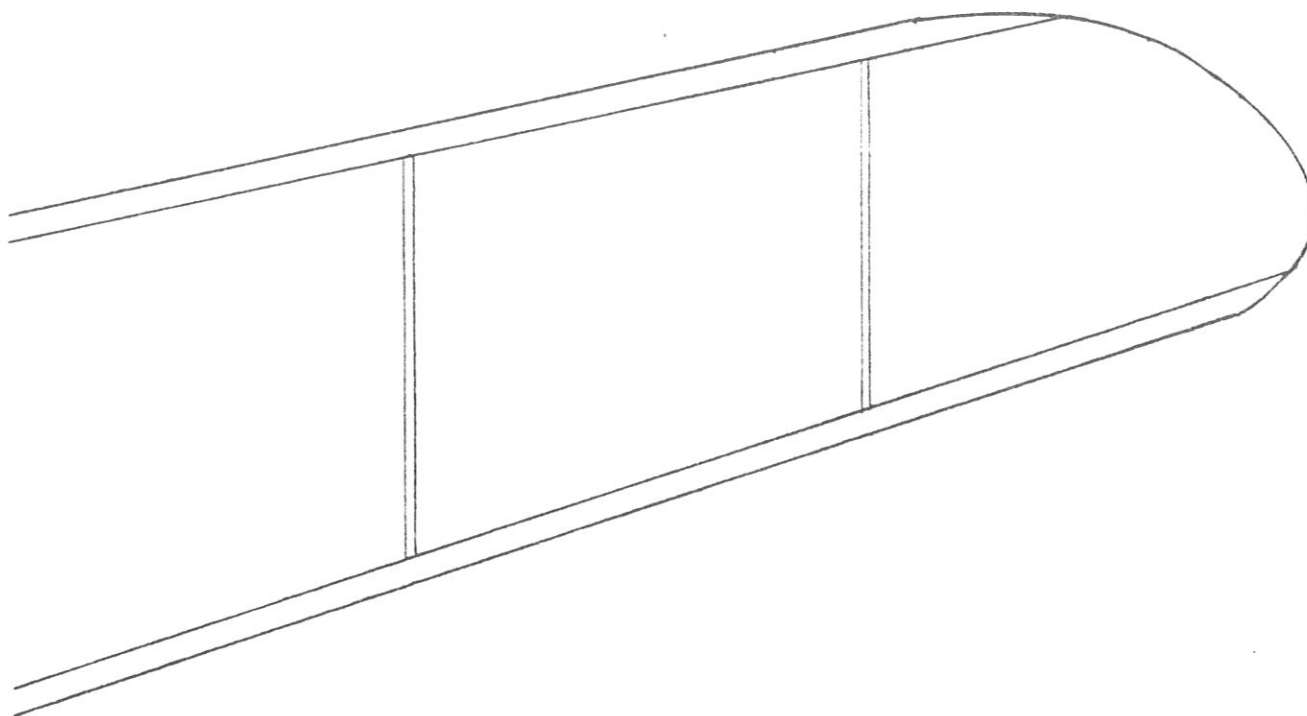


PILOT: YOU SURE WERE SPREADING THE RIGHT KIND OF GAS?



"FESSENDEN, YOU'LL HAVE TO BAIL OUT. I CAN'T WORK WITH ANYONE LOOKING OVER MY SHOULDER."

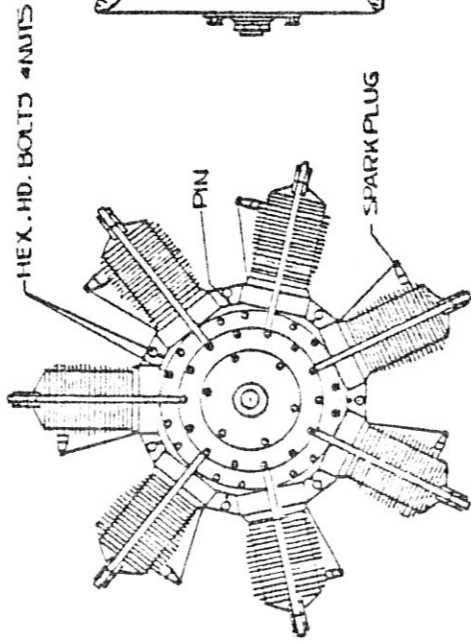




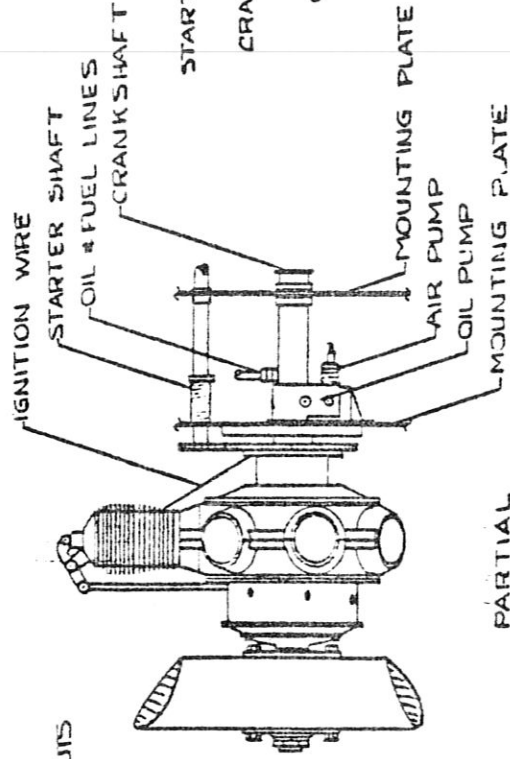
SCALE 1"=1"

THE FLYING ACES 1937
HAVEN BY JESSE DAVIDSON

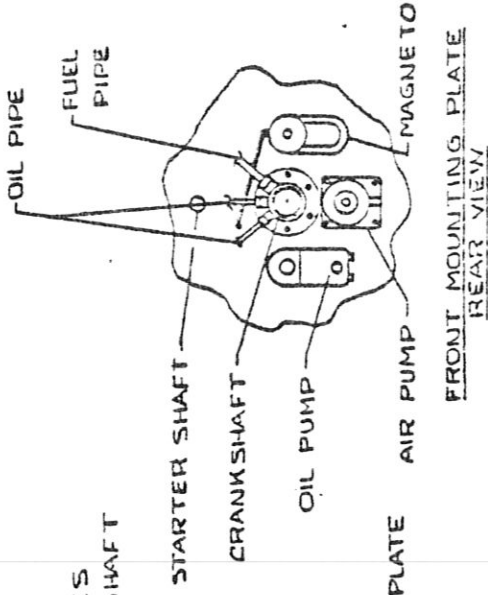
ROTATION



FRONT VIEW WITHOUT
PROP HUB



PARTIAL
SIDE VIEW



FRONT MOUNTING PLATE
REAR VIEW

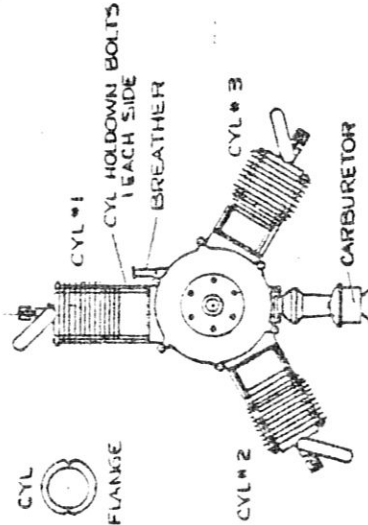


PROP HUB

HERBERT KELLEY
56424 HANDLEY RD, YUCCA VALLEY, CALIF. 92284

GNOME "MONOSOUPE"®

80 H.P. ROTARY 1911



REAR
VIEW

NOTE: USED ON "PREST"
BABY PURSUIT
1929

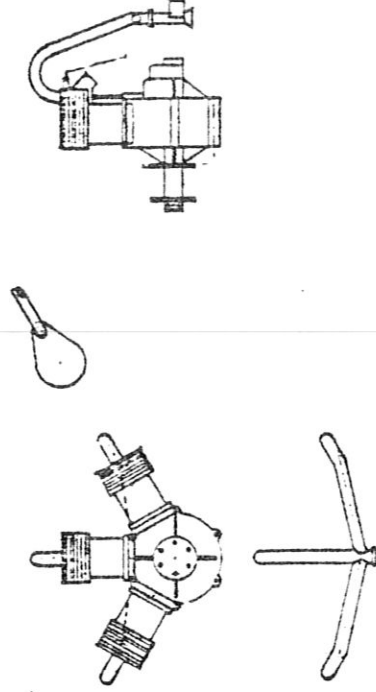
HERBERT KELLEY
56424 HANDLEY RD YUCCA VALLEY CA 92284

ANZANI ENGINE
1913

NOTES:
1. REFERENCE: AVIATION ENGINES
BY V.W. PAGE, 1917.
2. 4 CYCLE STROKE 130 mm
BORE 95 mm (CALC)
30 H.P.

DRAWN BY HERB KELLEY 7-22-17	SIZE 8 1/2 11	SCALE 1/10	SHEET 8 OF 8
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KA 101



REAR VIEW MANIFOLDS

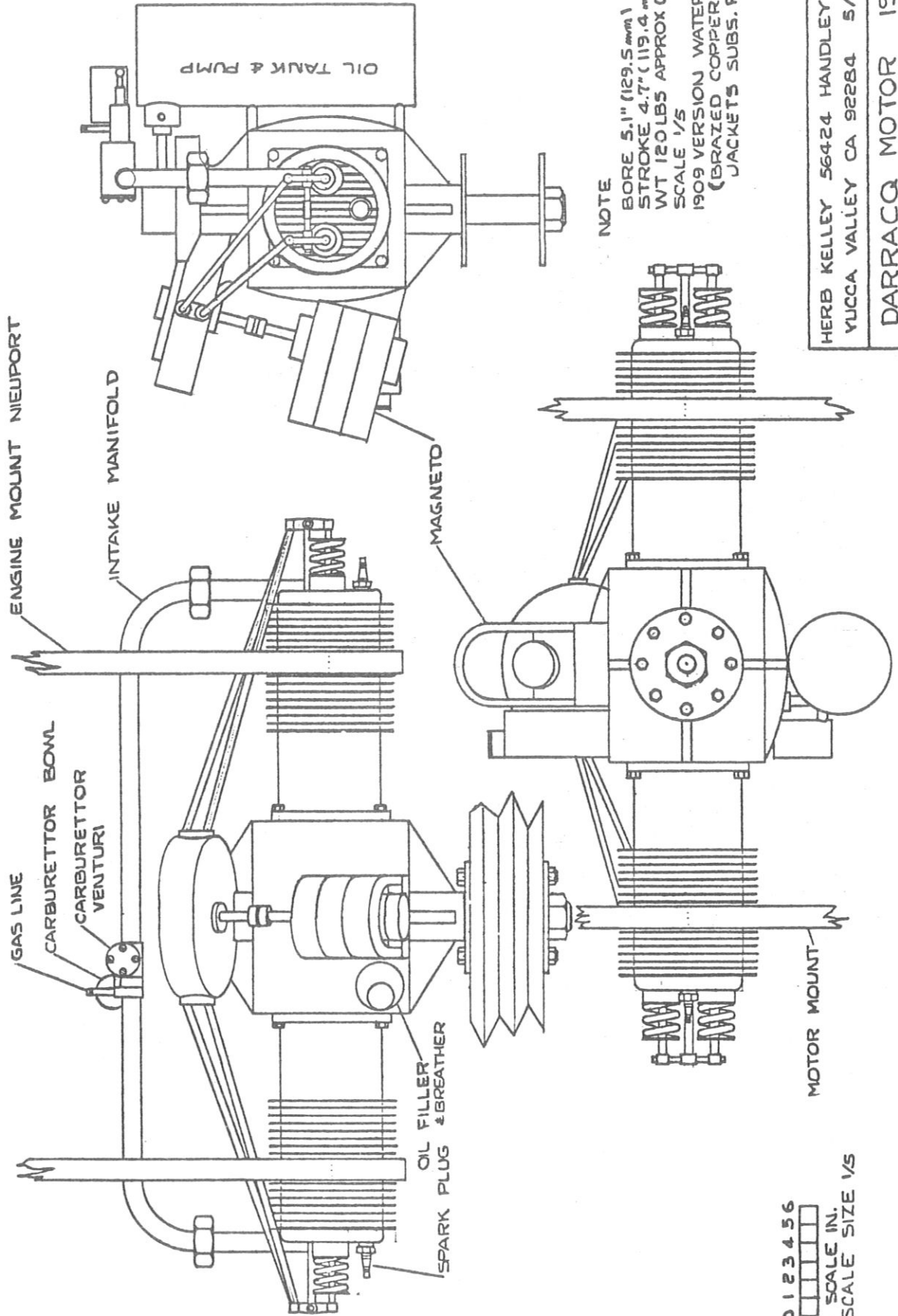
NOTES:
1. 4 CYCLE 24 HP @ 1800 RPM
WT 14.5#
2. BORE - 4.13 IN. (105 mm)
STROKE - 5.12 IN. (130 mm)

H40 ENGINEERING
56424 HANDLEY RD YUCCA VALLEY CA 92284

ANZANI ENGINE
1909

DATE 1-29-76	SCALE 1" = 1"	SHEET 14 OF 2
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KA 100



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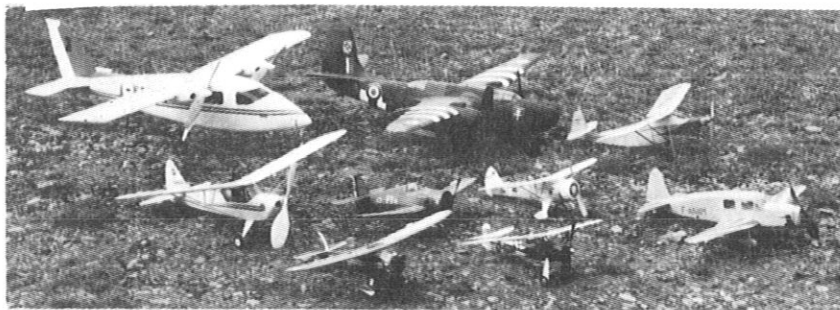
SCALE IN.

SCALE SIZE 1/5

HERB KELLEY 56424 HANDLEY RD
YUCCA VALLEY CA 92284 5/18/76

DARRACQ MOTOR 1910

With the model builders



Here is a nifty bunch of rubber jobs from across the pond in France. This pic was taken back in '76 by Roger Aime and shows a couple of twins. Note that one ship has props that rotate opposite to each other, and the other does not.



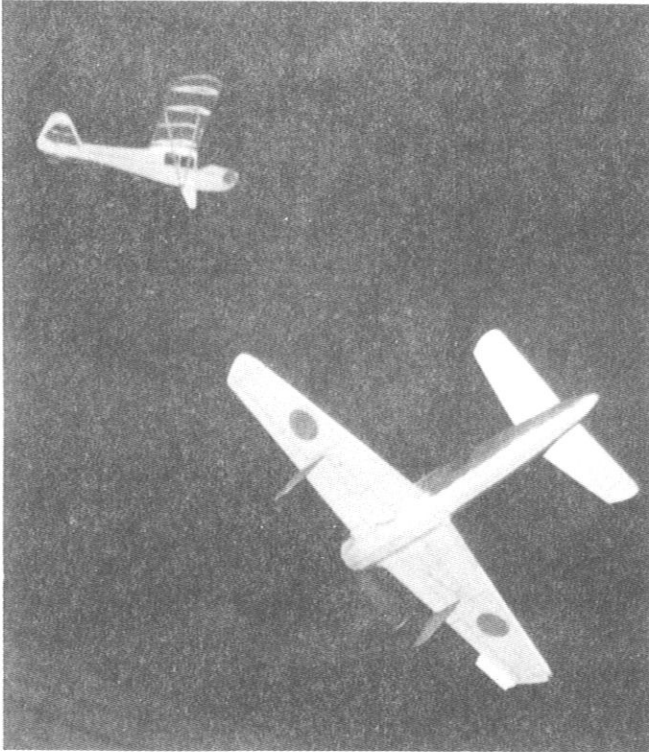
A brace of sky-battlers by Pres Bruning, kanone of the Detroiten Geschwader. P.Z.L. P-24 in Turkish markings is on the left, while on the right is a seldom modeled Nieuport-Delage sesqui-plane.



Some of Headquarters Sqdn., FAC, grinning in the face of death as poison gas, dropped by an R/C ship, rolls in around their feet! L to R, standing we find Brian Wallace, Gen. Stott, Lt. Miller, Lt. Knapp, and Capt. Thompson. Kneeling bravely in the deadly fumes is "Never-ready" Eddie Novak. Lt. Tony Faranda shot this pic.

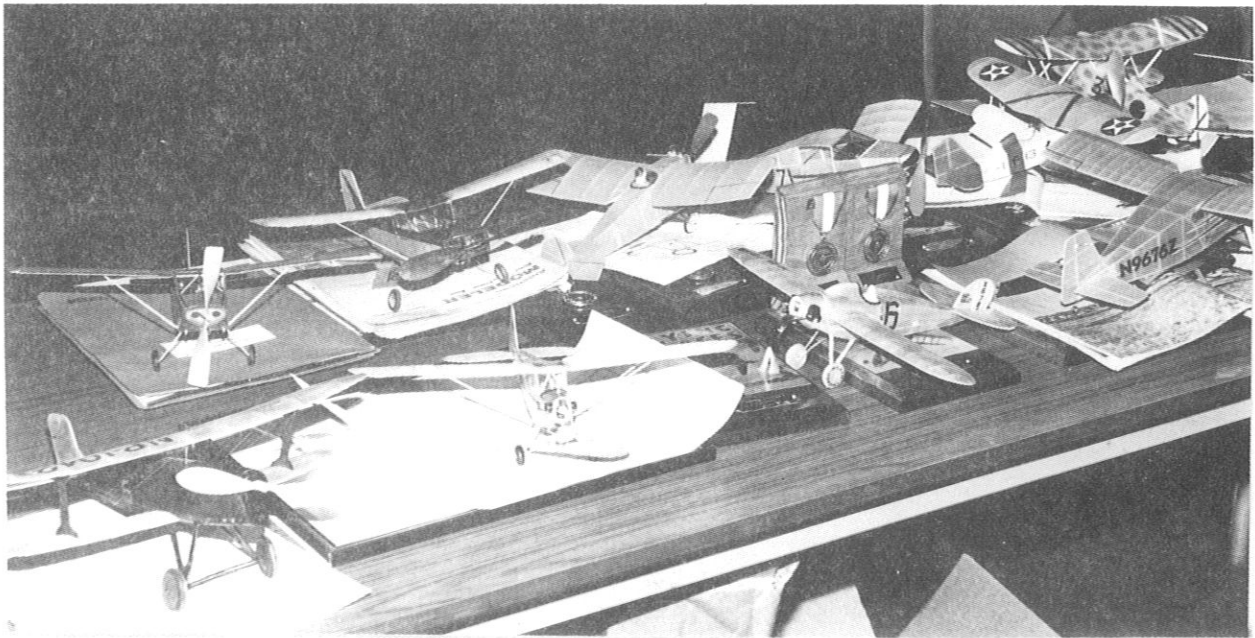


Count Pisaná kisses his MacDonald P-30 class job at Taft, California, where many a model is kissed goodbye! The Count is really Bill Warner, scale columnist in M.A.



Here is Don Srull's Kyushu Shinden, as she majestically whizzes overhead at the DC Maxecuters' winter indoor meet. The Shinden is one of those dream ships, but one which many of us are too fearful to tackle. Don, in his usual masterful way, seems to have slain the dragon. Didn't Pres Bruning have a No-Cal Shinden a few years back? It seems he did, and as we remember, it too was a nice flyer. We bet that No-Cal T-Craft feels like that joyriding Airknocker that happened into the middle of some aerial fuss on a Certain Sunday in December, 1941. Better duck, Yank!

We have a nice side view of this Shinden, but the print is a bit dark to give good registration. Lovely model. "Everything" is there.



Here's the Peanut line-up at the maxecuters' contest. Along with the normal Nesmith Cougars and other high wingers, there is a very nice Heath Baby Bullet from Gene Thomas' plans, together with Pat Daily's Fiat CR 32. We tell you, Pat's getting mighty sharp with that airbrush. How does the Fiat go, Pat? Bob Thompson has a 24" one he's struggling with to get it to go better. There's a lot of airplane there, and little way to make it light. Is that a Huntington there in the middle of the crowd? And a nice Goshawk. A nice turnout of nice models. While economy and sanity are in short supply in the DC area, craftsmanship surely isn't. Now, if we could just get a few of those senators and representatives into scale modelling the FAC way.....

